

## NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,  
PROPRIETOR.All business or news letter and telegraphic  
despatches must be addressed New York  
HERALD.

Volume XXXV.....No. 105

## AMUSEMENTS THIS EVENING.

THE TAMMANY. Fourteenth street.—GRAND VARIETY  
ENTERTAINMENT.BOOTH'S THEATRE, 55d st., between 5th and 6th st.—  
LADY OF LYONS.WALLACK'S THEATRE, Broadway and 13th street.—  
MEN AND AGERS.OLYMPIC THEATRE, Broadway.—NEW VERSION OF  
HAMLET.FIFTH AVENUE THEATRE, Twenty-fourth st.—FRIG-  
FROG.GRAND OPERA HOUSE, corner of Eighth avenue and  
23d st.—THE TWELVE TEMPTATIONS.WOODS' MUSEUM AND MENAGERIE, Broadway, cor-  
ner Thirtieth st.—Matinee daily. Performance every evening.NIBLO'S GARDEN, Broadway.—PIPPIN; OR, THE KING  
OF THE GOLD MINES.BOWERY THEATRE, Bowery.—ALL THAT GLITTERS IS  
NOT GOLD—SINGING, DANCING, &c.—LA JOIGESSE.MRS. F. B. CONWAY'S PARK THEATRE, Brooklyn.—  
THE NIGHTS IN A BARBON.TONY PASTOR'S OPERA HOUSE, 201 Bowery.—COMIO  
VOCALISM, NEGRO MINSTRELS, &c.THEATRE COMIQUE, 314 Broadway.—COMIO VOCAL-  
ISM, NEGRO MINSTRELS, &c.BRYANT'S OPERA HOUSE, Tammany Building, 14th  
st.—BRYANT'S MINSTRELS.SAN FRANCISCO MINSTRELS, 555 Broadway.—ETHIO-  
PIAN MINSTRELS, &c.KELLY & LEON'S MINSTRELS, 720 Broadway.—CHING-  
CHOW-HI.APOLLO HALL, corner 25th street and Broadway.—  
THE NEW HIBERNICAN.HOOLEY'S OPERA HOUSE, Brooklyn.—HOOLEY'S  
MINSTRELS—MARRS AND FACER.NEW YORK CIRCUS, Fourteenth street.—EQUESTRIAN  
AND GYMNASIUM PERFORMANCES, &c.HIPPODROME PARISIEN, corner 54th st. and 64th st.—  
EQUESTRIAN FEATS. Afternoon and evening.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—  
SCIENCE AND ART.

## The New City Government and Locomotion for the People.

One of the first things our new city government should turn its attention to is to provide for convenient, rapid and cheap transit for the people of New York from one end of the island to the other. The present accommodation for getting up and down town or across town is insufficient and wretched in the extreme. The horse railroad cars are at different times of the day crowded so that there is hardly standing room. Frequently men and even delicate females have to stand up and hang on to the straps in the car for the whole distance—for two, three or four miles. Then these cars are slow at the best. It takes an hour to go from the City Hall to the Park and nearly two hours to Harlem, while there is no means of conveyance for the public whatever to the upper part of the island. Then the horse cars, for the most part, are filthy. There are not more than two or three lines on which refined people can ride without disgust, and some of the lines frequently are not fit for decent people to travel on. The omnibuses that remain are very slow, go but short distances, comparatively, are lumbering, inconvenient vehicles, are behind the age and wants of the community, in fact, and are only tolerated as a makeshift arrangement till some better mode of travelling can be established. Indeed, New York, though fast enough in some things, is altogether behind the times in the matter of travelling facilities for its citizens.

As a consequence of not providing sufficient rapid and cheap transit from the lower to the upper part of the island, the city is bursting out on the sides and the population is forced over the Hudson to Jersey and over the East river to Long Island. Many people would prefer to live on this island who are compelled to live in Jersey, on Long Island or at other places over the water, if they could reach the business part of the city within a reasonable time and at a moderate charge. Besides, the unpleasantness of crossing the rivers in winter and the advantages of a residence in the city for enjoying public amusements make New York more desirable to live in. Then it is manifestly to the benefit of the property holders and business of the city that our population should not be crowded off the island, at least till the city is pretty well filled up. In every point of view, then—as a merciful regard for the suffering public, who are worse packed and worse treated on the cars and omnibuses than the dumb animals in carriages or freight cars, for which Mr. Bergh has such a tender care; as a means of filling up and improving the city and increasing the value of property, and to give the people rapid locomotion, as well as an opportunity of enjoying the various and numerous amusements here, it is highly important to devise at once a comprehensive system of railroad transit.

The different projects that have been started show that the necessity of such a system is felt. Several, in fact, have been authorized by the Legislature. But none yet devised meet the wants of the public or the future greatness of the city. All those for burrowing under the ground—the Pneumatic Tunnel, the Arcade Railroad or similar schemes are impracticable and will not answer the purpose. The advocates of these refer to the underground railroads in London as an argument in support of their schemes. But this argument is not a good one. London has a deep soil, easily cut through; but here we have the hardest rocks all through the island. The blasting of these would be not only a tedious, long and costly work, but would be very inconvenient and even dangerous. As such underground roads, to be useful, must be central, the making of them would seriously interfere with business and would break in upon all our sewers, gas and water pipes, and produce a general derangement, as well as an enormous cost, to the city.

What we really want is a substantial elevated railroad or railroads, with two or four tracks, on which locomotives can run from one end of the island to the other. The Greenwich Railroad, which terminates at London Bridge, is such a one as we need. This road for a great distance—four or five miles, probably—goes over the streets and tops of the houses, and is a solid work on arches. It is, in fact, a continuous bridge over the streets and houses. Very little injury is sustained by the residents, none really, except to the few that live under the arches, where the houses do not get quite as much light. The compensation for this damage would not amount to a very great sum. In other respects no injury or inconvenience is felt. The cost of such a structure would be great, of course, but we doubt if it would be more than an underground road, if as much. Who can doubt as to such a road paying when the vast population of this city is considered? It would be both pleasant and healthful to ride on such a road, which could not be said of underground roads. One with four tracks could be made to accommodate both the way and through travel. With such a road and steam power we could go from the Battery to the Park in fifteen minutes and to Spuyten Duyvil creek in half an hour. Then, with a bridge to Brooklyn in connection with such a road and a continuation of the road through the populous portion of our sister city, the steam cars could sweep from one end of the metropolis to the other in a short time and thus consolidate every part. We could have, too, in time a similar solid built road round the island along the new piers and docks which we have recommended and which ought to be constructed. This great, solid and enduring improvement would be worthy of our city and the glorious future to which it is destined. Anything else will only be patchwork and will not meet the wants of the public. Will our new city government and the Legislature raise their thoughts above the petty makeshift projects now before them and take a large view of this subject? There never has been a finer opportunity to start and carry out such a work as we have suggested. Let it not be lost. Let us have something worthy of the metropolis, its wants and future greatness.

ECENTRIC NEW JERSEY LAWYERS seem to be an indigenous product of that eccentric little State. Two of them, in Newark, yesterday got excited over a fifty dollar case and assaulted and battered one another to their hearts' content in the presence of the Court, another indigenous product, which, after the fight was all over, declared they should be committed for contempt if they did it again.

## The Farce of Contested Elections.

With all the important public business pressing on the House of Representatives, that body has been spending two whole days in the partisan work of voting to seats men whom their constituents had elected to remain at home. In vain did the chairman of the Committee of Ways and Means object to this interruption of the consideration of the Tariff bill, which has been dragging its slow length in committee of the whole for the last fortnight, not counting the time occupied in general discussion. The dominant majority could not resist the demand of party, and the important business of the country had to give way to the petty interests of individuals. First came one of the Louisiana cases, in all of which the theory of the various republican claimants is that if the negroes had voted, and voted for them, they would have been elected; and then came a Pennsylvania case, where the sitting member, a democrat, had to give way to his opponent on equally plausible grounds. There are many other cases of like character that are to be called up before the session draws to a close—each of them to occupy time which might easily be applied to better purpose.

There never was a greater farce in legislative bodies than this one of contested elections. No matter what their several merits or demerits be, there is but one conclusion inevitably to be reached, and that is that the seat is to be given to the person who is of the politics of the majority. The unfortunate individual who trains with the minority might just as well yield without a struggle. Now and then an unmanageable member will kick over the traces and vote according to his conviction, as the irascible but unstable Bingham did the other day in the Louisiana case; but these eccentricities never affect the general result. And the extraordinary spectacle is presented, whenever one of these judicial questions is submitted to the House of Representatives, of the facts being interpreted in one way by the members of one party and in the opposite way by members of the other party. What a high estimate of Congressional purity and independence this state of things is calculated to impress on the public mind!

There is but one remedy for this abuse and for the systematic contempt of popular elections which it brings with it, and that is for the House to renounce all interference with the matter. Whoever presents the proper credentials of election should be admitted to his seat, and if any person contests his right to it let him do it before the judicial authorities of his State. If the Governor of a State gives a certificate of election improperly that question should be tested there, not in Washington. The courts are the proper forum for the adjudication of the question, and to them it should be remitted. The present system is nothing but a gross partisan trampling on private and public right. What member will be honest enough to initiate a measure that will put an end to it and restore some little confidence in the finality of popular elections?

## Dress Fashions at the British Court.

We publish to-day a report taken from the *London-Court Journal* of the magnificent costumes which were worn at Buckingham Palace, on the occasion of Queen Victoria's Drawing Room. The style is now—foreign, we may term it—to our free democracy, but really grand and very attractive notwithstanding. England has rarely witnessed a more gorgeous court reception scene, the people appearing as if happy to accord a fitting welcome to their kind sovereign on her return to what is known among them as "society." The dress display was truly grand. The costliest velvets and richest laces were seen in profusion. There were violet velvets, cream-colored velvets, blue satins, amber satins, a blaze of jewels and the most elaborate head-dresses. A new color, the *vert d'eau de Nil*, suggested by the Empress of the French after her return from Egypt, and which was noticed in our pages almost immediately after its appearance at the Tuilleries, was patronized by the most beautiful of the ladies of Britain. Some of the ladies who wore the most magnificent costumes are named in the report, which it is needless to commend to our readers, as it will be carefully perused by thousands of eyes sparkling with a brilliancy imparted by good health and innocence of mind, which would cause the sheen of the Old World's diamonds to pale in the contrast.

THE CLAIMS OF NORFOLK FOR A NAVY YARD.—Some of the enterprising citizens of Norfolk, Va., having heard that the Navy Yard is to be removed from Brooklyn, think that it could not be removed to a better place than Norfolk. We remember that some nine years ago there was a very fine Navy Yard at Norfolk, but that to prevent its falling into the hands of a certain Southern confederacy it was destroyed, being partly burned down and partly blown up, together with the burning or scuttling of a powerful fleet of United States war ships, and we are afraid that those unfortunate events are too fresh in the leading minds of Congress for the restoration at present of said Navy Yard. After a while, when time shall have wiped out all the asperities of the war and the South shall have become thoroughly Union in sentiment, we doubt not the Norfolk Navy Yard will be restored; for the harbor there has so many advantages for a navy yard that they cannot be considered as wholly abandoned by the government. The New York Navy Yard, however, must be retained near at hand for the defence of the all-important harbor of New York.

THE RUPERT'S LAND DELEGATES, Father Richard and Scott, have arrived in Ottawa and been arrested on a warrant charging them with complicity in the murder of Scott, who was executed as a spy at Fort Garry by Riel. The examination as to the question of jurisdiction in the matter is now going on before a magistrate. The charge is evidently gotten up to further animate the loyal feeling among the enlisting volunteers, and probably to frighten Riel himself; but it is an unworthy device, for both Richard and Scott had the guarantee of the English Commissioner at Fort Garry that they would be respectfully treated and listened to when they presented themselves even as delegates from the insurgent Winnipegians before the Dominion authorities. They are no more concerned in the murder of Scott than any other inhabitant of Winnipeg.

## The Gentle Greek Brigands.

Young Herbert, son of the Duke of Manchester and Secretary of the British Legation at Athens (Greece), and Secretary Boylen, of the Italian Legation, in a late reconnaissance of the field of the great battle of Marathon, were taken prisoners by the brigands infesting those mountains, who, at last accounts, having found out the quality of their prisoners, had put in a demand for two thousand pounds ransom. Meanwhile, in order to allay any apprehensions which the friends of the prisoners may feel regarding the treatment they may be subjected to by said brigands, a correspondent of the *London Times*, who knows them from experience as a prisoner himself, speaks of the gentle and respectful treatment he received at their hands. The Greek brigands, it would thus appear, are a great improvement upon the Italian brigands, who, if the money for the release of a prisoner is not forthcoming, have an ugly habit of sending first one of his ears, and then the other, and then a finger or a thumb, and so on, until the prisoner is rescued by his friends or dies from his torture. We are glad to hear that the Greek brigands are gentle and respectful to their prisoners; but in these two foreboding captures we fear they will find out in the end that they have made a very great mistake. The ransom money, we presume, will have to be advanced by the Greek government, *volens volens*, and after that we predict those gentle and respectful freebooters of the Greek mountains will be hunted down.

## Congress—Another Dose of Georgia—The Atlantic Cable.

The question of the policy of further debating the Georgia bill was discussed in the Senate yesterday, Mr. Chandler stating very truly and pointedly that everybody was sick of so much Georgia "hash." It was deemed impossible, however, under the rules to prevent the rehearsing tendencies of windy members, and the historical talk of the last few years about outrages and constitutions and loyalty and reconstruction and the noble fighting qualities of the negroes was begun again, with no early prospect of a satisfactory ending of it.

In the House a sort of guerrilla warfare was maintained all day, a number of little subjects being touched upon and nothing more important than the tariff being discussed at length. Mr. Cyrus Field's memorial for aid in the construction of the American and Asiatic telegraph cable was referred to the Committee on Public Lands, as it asks only for a land grant. In the committee we hope it will be promptly considered, and that the legislature of the country will not throw the obstacles either of delay or parsimony in the way of putting a girdle round the earth.

## Holy Week to Jews and Gentiles.

Among Christians this is Holy Week, in commemoration of the awful events in the mission of our Saviour which culminated in His crucifixion; while in the mother Church of the Hebrews it is, in part, their holy week of the Passover, which began last night, in commemoration of one of the greatest events in Jewish history—viz.: On the night before the departure of the children of Israel from Egypt the destroying angel who visited the Egyptians, putting to death their first born, passed over the houses of the Hebrews, because their doors were marked with the blood of the lamb killed the evening before, and called the paschal lamb. This festival, thus instituted three thousand three hundred and sixty years ago, was the foreshadowing of the solemn Christian festival of "the Lamb who takes away the sins of the world." And here on this island, unknown to Christians or Jews till sixteen hundred years after the crucifixion, a larger freedom is enjoyed by both Jews and Christians than was ever known in Egypt or Jerusalem; and this again is but the foreshadowing to all the world of the better time still to come, of which even now we see the daybreak.

THE FLARE-UP IN THE ROMAN COUNCIL.—Some days ago we took occasion to compare a scene in the Roman Council to scenes not uncommon in our Sixth ward primaries. In so writing we felt justified by the facts then before us. It appears, however, that we did not know one-half. We reproduced the scene in the *HERALD* of yesterday in an extract from the *Cologne Gazette*. Strossmayer, of Hungary, had uttered some plain, wholesome truths, which it was good for him to say and good for the Council to hear. All of a sudden, when he touched a sore point, he was greeted with the cries "Heretic! Heretic! We condemn him." One solitary voice was raised in the Bishop's favor—"I do not condemn him." On this the shout became general, "Damn him—we do condemn him." "You are a Protestant. Shut up! Come down from the tribune." From the tribune he descended, and, protected by the flaming sword of his military servant, he escaped from the Council. Yet this is the holy assembly which is about to proclaim the Pope infallible. This in the nineteenth century!

THE GRANDEUR OF THE NATION.—By telegram from Washington we learn that some three or four million dollars have been appropriated for the completion of the new Post Offices in this city and in Boston. The erection of public buildings is among the most important movements tending toward establishing the grandeur of a great nation. The buildings of the Post Office Department should be among the first recognized. Our Congress has just appropriated three millions for the completion of the New York Post Office. From the foundations of the building we judge that the structure will be such as can command, when completed, the admiration of not only this but the coming generation. We suppose the Boston new Post Office business will be arranged as satisfactorily as that of the same character in New York, and that both structures will become at once ornaments to the cities named and an honor to the nation.

POSTPONEMENT OF THE GENERAL AMNESTY.—According to the statement given our readers from one of our Washington correspondents on the subject the President had intended, with the restoration of Texas, sending up a message to Congress proposing a universal amnesty; but in consequence of the renewed disturbances in North Carolina, Tennessee and other Southern States, resulting from the foolish courses of unreconstructed rebels, General Grant has concluded to wait

a little longer. He does not think that the Southern people are in the proper frame of mind for universal amnesty just yet, and that when they are they will show their faith by their deeds. The leading spirits among the Southern people, therefore, will do well to turn their attention to the restoration of law and order.

## The Situation in France—Old World Symptoms of Change.

The situation in France, as it is reported in the European cable telegrams of yesterday, published elsewhere in our columns, appears really serious. It may be said, indeed, that it is becoming critical. The Cabinet crisis continues, with imperial attempts at a quasi ministerial reorganization in the Tuilleries. There is a parliamentary agitation and an outside political excitement. The trade strike movement is extending from Paris and being initiated in the more distant provincial departments. Troops are in motion and being marched to the more inflammable centres of popular excitement. There are indications that the taking of the national vote on the subject of an endorsement or veto of the *Senatus Consultum* will not be completed without trouble. Gustave Flourens addresses the radical "reds" from London—a secure shelter and centre for the purposes of revolutionary continental propaganda, as in times past. The minds of the people are deeply influenced by the religious question. Rome presses on towards a declaration of infallibility, and from that centre of Christian unity appears to radiate an undefined, mysterious it may be, influence, which seems to us, at this distance and living under a free democracy, to incline towards the crowns by divine right and against the purple as resuscitated from Waterloo. Such is the reflex produced by our Old World despatches through the cable. It indicates change, change for better or worse, and no one can say what a day, an hour even, may bring forth in Europe. Peoples and monarchs must wait and pray.

## Italian Finance and the Revival of Mediterranean Trade.

Emerging from a period of political vassalage and intestine subdivision, Italy engages the attention and sympathy of all who favor honest progress. "*L'Italia troppo bella*" had, after age ago, been the coveted prize of her powerful neighbors, who for centuries reduced her by their heartless invasions and oppressions to a condition that fully warranted the haughty words of the Austrian statesman who, no more than twenty years ago, sneeringly said:—"Italy! that is but a geographical expression!" When at length the Italian nation was partially restored to its autonomy, under the sceptre of its soldier king, Victor Emmanuel, after the most exhausting struggles and sacrifices, it came into an inheritance of debt and difficulty which was the natural legacy of its preceding misfortunes. Since then a manly effort has vastly improved the social condition of the new kingdom. Commerce, science, the arts, public education and internal improvement have greatly advanced. Railroads have infused fresh life and quickened the pulses of Italian industry. The seaports that once covered the Adriatic, the Mediterranean and the Levant with warlike fleets and trading argosies have revived, and constitutional government has displaced arbitrary power—a result, by the way, which is due not merely to the improved political status of the Peninsula, but very largely to the diversion of the old Asiatic trade which once crossed Arabia by caravans, to the grand channel of the Suez Canal. In fine, the old land of glorious memories has presented a noble and gratifying spectacle to the world in her rapid recovery of prestige and wealth combined with national liberty. But, under the fatal pressure of heavy armaments, necessary to protect her from jealous friends outside and plotting foes at home, Italy still groans beneath financial burdens. Her Finance Minister, Signor Quintino Sella, is compelled to admit in his latest exhibit of the national budget a deficiency of thirty millions of dollars, with a total national debt of one thousand three hundred millions of dollars, calling for an interest of some one hundred millions of dollars. In 1861 the debt was only four hundred and twenty millions of dollars. We cannot wonder, then, that the friends of the struggling kingdom feel some alarm at this comparison, or that its enemies make this the text of exulting comment. But a closer view and deeper study will, we think, dispel the gloomy view that hasty observers may take of the case.

It is not, however, from Signor Sella's statement that the revenue has increased forty-seven per cent while expenditure has decreased thirty-six, thus making a change of eighty-three per cent in the progress of affairs from 1862 to 1867, that we glean our chief encouragement; for in the oppressive mill tax and salt tax we perceive fresh sources of domestic disturbance, and the expenditures of the year ahead must still be heavy. It is in the evident intent to cut off sinecures, to popularize the government still more, to facilitate internal communication and to importantly reduce the naval and military establishments, that we find the promise of a brighter future.

The axiom "Fear to swim is lead to sink" involves a thought more practical than poetical, and if the sincere patriots of Italy will but boldly follow out the ideas of reform embodied in the representations of those who recommend reduction of what may be termed mere show expenditure, and the alleviation of tax burdens by a proper management of the State domain and the continued encouragement of industry and commerce, along with an equitable and honest collection of the imposts necessarily retained, Italy will steadily rise superior to all her trials, and, we shall continue to believe, be requited by a brilliant future for her terrible probation in the past.

## The Legislature—An Arcade Railway Wonder.

The most astonishing stroke of business that we have yet had an example of in the State Senate occurred yesterday, when the bill to cut the bottom out of Broadway, mildly and harmoniously designated the Arcade Railway bill, came up on a motion to order it to its third reading. It was evident on the first vote that the destroying angel had commenced operations on a new field. The leading city Senators—Tweed, Brindley, Norton and Creamer—of course opposed its passage, and showed in their speeches that if carried it would be the ruin of our greatest thoroughfare, while Genet, like a courtly Lucifer of the Senate, stood aloof from his delegation and advocated the ruin of the city that his faction failed to rule. He did it, too, in his courtly style,